# Public Notice

**US ARMY CORPS OF ENGINEERS**
**St. Louis District**
**Gateway to Excellence**

Reply To:
U.S. Army Corps of Engineers
Attn: CEMVS-OD-F
1222 Spruce Street
St. Louis, MO 63103-2833

Public Notice No.
**P-2534 to P-2544**
Public Notice Date
April 14, 2006

**Postmaster Please Post Conspicuously Until:**
Expiration Date
May 4, 2006

Interested parties are hereby notified that an application has been received requesting Department of the Army authorization to conduct environmental side channel excavation activities in the Kaskaskia River, a navigable waters of the United States. The proposed activities will be evaluated under Section 10 of the Rivers and Harbors Act only. No Section 401 or Section 404 authorizations under the Clean Water Act are required by the proposed contained excavation methods and contained disposal locations. Project plans and descriptions are described below and shown on the attached drawings.

**COMMENTS AND ADDITIONAL INFORMATION:** Comments on the described work should reference the U.S. Army Corps of Engineers file numbers shown above and must reach this office no later than the above expiration date of the Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
ATTN: CEMVS-OD-F (Charles Frerker)
1222 Spruce Street
St. Louis, Missouri 63103-2833

**APPLICANT:** U.S. Army Corps of Engineers, Mr. Robert Wilkins, Carlyle Lake/Kaskaskia Navigation Project, 801 Lake Road, Carlyle, Illinois 62231, (618) 594-2484.

**LOCATION:** The activity sites are located at eleven remnant side channel locations between approximate Kaskaskia River Miles 1 through 26 in St. Clair, Monroe and Randolph County, Illinois. (See Attached Map and Drawings)

**PROJECT DESCRIPTION:** The purpose and need of the proposed activities is to conduct environmental excavation activities to restore aquatic habitat, recharge wetlands, provide recreational access and restore connective river flows within remnant side channels currently blocked at their mouths with past river deposits. For clarification and identification purposes, each proposed activity site has been assigned a separate permit (P) number for pending authorization. The attached drawings are labeled with permit (P) numbers to correspond with each proposed activity. The proposed activities involve the following:

**P-2534**, Remnant Side Channel 12, right descending bank, approximate Kaskaskia River Mile 26.7: A long reach track hoe mounted on a deck barge will be used to excavate an approximate 6 feet deep by 150 feet wide by 220 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 7,300 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2535**, Remnant Side Channel 10, left descending bank, approximate Kaskaskia River Mile 25.0: A long reach track hoe will be utilized along the existing bankline to excavate an approximate 6 feet deep by 40 feet wide by 320 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 12,800 cubic yards of material will be excavated, loaded on trucks and hauled to an existing upland disposal basin at the on-site property owned by the Kaskaskia Regional Port District (KRPD). No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2536**, Remnant Side Channel 15, left descending bank, approximate Kaskaskia River Mile 21.5: A long reach track hoe mounted on a deck barge will be used to excavate an approximate 6 feet deep by 250 feet wide by 225 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 12,500 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2537**, Remnant Side Channel 16, right descending bank, approximate Kaskaskia River Mile 21.2: A long reach track hoe mounted on a deck barge will be used to excavate an approximate 6 feet deep by 160 feet wide by 180 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 6,400 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2538**, Remnant Side Channel 17, left descending bank, approximate Kaskaskia River Mile 20.6: A long reach track hoe mounted on a deck barge will be used to excavate an approximate 6 feet deep by 250 feet wide by 240 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 13,300 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2539**, Remnant Side Channel 18, right descending bank, approximate Kaskaskia River Mile 18.97: A long reach track hoe will be used to excavate an approximate 6 feet deep by 80 feet wide by 500 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 8,000 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2540**, Remnant Side Channel 19, left descending bank, approximate Kaskaskia River Mile 18.93: A long reach track hoe will be used to excavate an approximate 6 feet deep by 195 feet wide by 343 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 15,000 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2541**, Remnant Side Channel 20, left descending bank, approximate Kaskaskia River Mile 18.3: A long reach track hoe will be used to excavate an approximate 6 feet deep by 190 feet wide by 200 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 8,400 cubic yards of material will be excavated, loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2542**, Remnant Side Channel 21, right descending bank, approximate Kaskaskia River Mile 18.1: A long reach track hoe will be used to excavate an approximate 6 feet deep by 180 feet wide by 300 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 12,000 cubic yards of material will be excavated, loaded
into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff from the previously approved and frequently utilized disposal basin will re-enter regulated waters.

**P-2543**, Remnant Side Channel "A", left descending bank, approximate Kaskaskia River Mile 1.1: A hydraulic suction dredge or a long reach track hoe mounted on a deck barge will be used to dredge an approximate 6 feet deep by 50 feet wide by 200 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 2,200 cubic yards of the material will be removed from the remnant side channel. If a suction dredge is used, the excavated material will be transported from the activity site in an attached dredge pipeline to a previously approved and existing levee protected dredge disposal basin. If the long reach track hoe is used, the excavated material will be loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff will directly enter the Kaskaskia River or other regulated waters.

**P-2544**, Remnant Side Channel "B", left descending bank, approximate Kaskaskia River Mile 2.1: A hydraulic suction dredge or a long reach track hoe mounted on a deck barge will be used to dredge an approximate 6 feet deep by 150 feet wide by 300 feet long area of accumulated river sediments from the mouth of the remnant channel. Approximately 2,200 cubic yards of the dredged material will be removed from the remnant side channel. If a suction dredge is used, the excavated material will be transported from the activity site in an attached dredge pipeline to a previously approved and existing levee protected dredge disposal basin. If the long reach track hoe is used, the excavated material will be loaded into a hopper barge and transported to an existing KRPD offloading dock where the material will be placed in trucks and disposed into KRPD's existing upland disposal basin. No discharge or runoff will directly enter the Kaskaskia River or other regulated waters.

**ADDITIONAL INFORMATION:** Additional information may be obtained by contacting the applicant at the above mentioned address/phone number or Charles Frerker, Project Manager, U.S. Army Corps of Engineers at (314) 331-8583, at electronic mail address: *charles.f.frerker@mvs02.usace.army.mil*

**AUTHORITY:** This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Request for public hearings shall state, with particularity, the reasons for holding the public hearing.

**ENDANGERED SPECIES:** The proposed project is within range of the endangered Indiana bat (**Myotis sodalis**), Gray bat **(Myotis gricescens)**, and the threatened Bald eagle **(Haliaeetus leucocephalus)**. A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that this activity is not likely to adversely affect the mentioned endangered or threatened species. In order to further complete our endangered and threatened species evaluation, written comments are solicited by this public notice from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

**CULTURAL RESOURCES:** The St. Louis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may conduct, or require a reconnaissance survey of the project area.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that may reasonably be expected to accrue from the described activity must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values,
land use, navigation, shoreline erosion, and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of these proposed activities. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Danny D. McClendon
Chief, Regulatory Branch

Attachments

**NOTICE TO POSTMASTERS:**

It is requested that this notice be conspicuously and continually placed for 21 days from the date of this issuance of this notice.

CORPS OF ENGINEERS U. S. ARMY

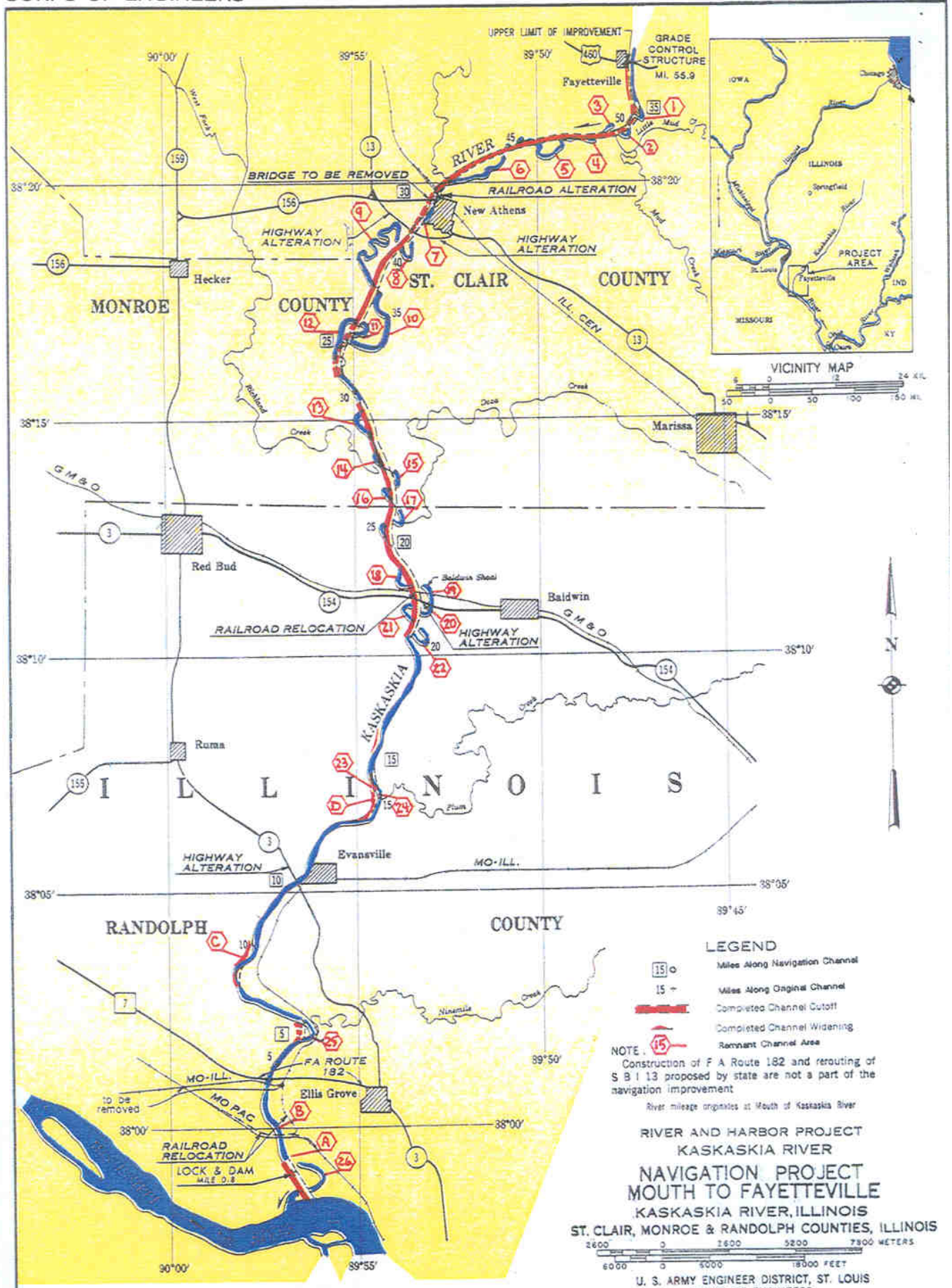


FIGURE 4 - Kaskaskia Navigation Project.

P-2534 to P-2544

P- 2534 to P- 2544

P-2534
#12

P-2535
#10

P-2536
#15


Kaskaskia River 0-34 5-24
#15
6400
3-18-01
FS125 1/ 380 f/4.0 FF2.0 EC 0 SP- v/h.04056 60% dt014.9 ds015 26.6V -68mb ER00 CAM5299

P-2537
#16

P - 2538
#17

P-2539 #18


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P-2540 #19

P-2541 #20

P-2542 #21


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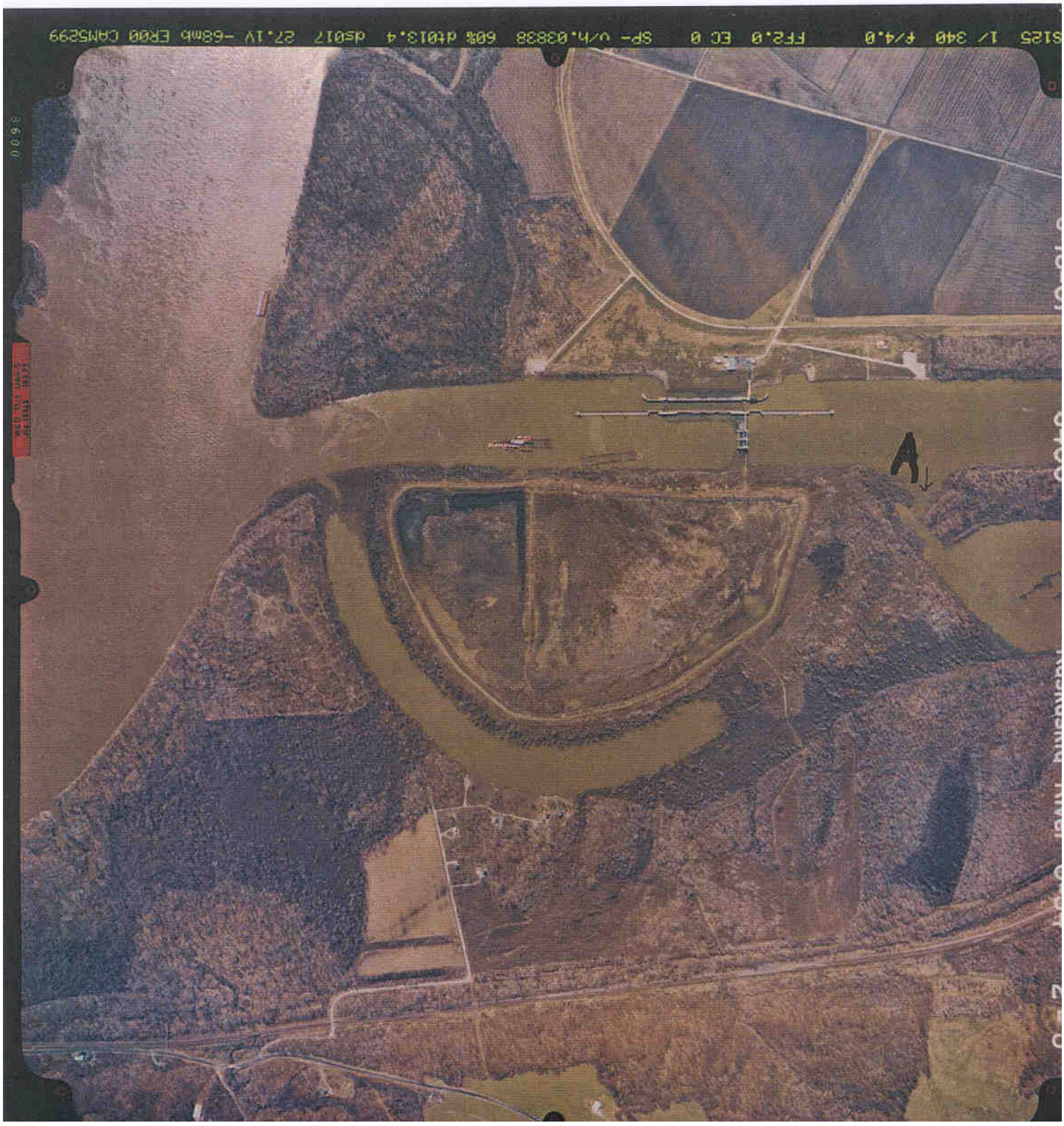
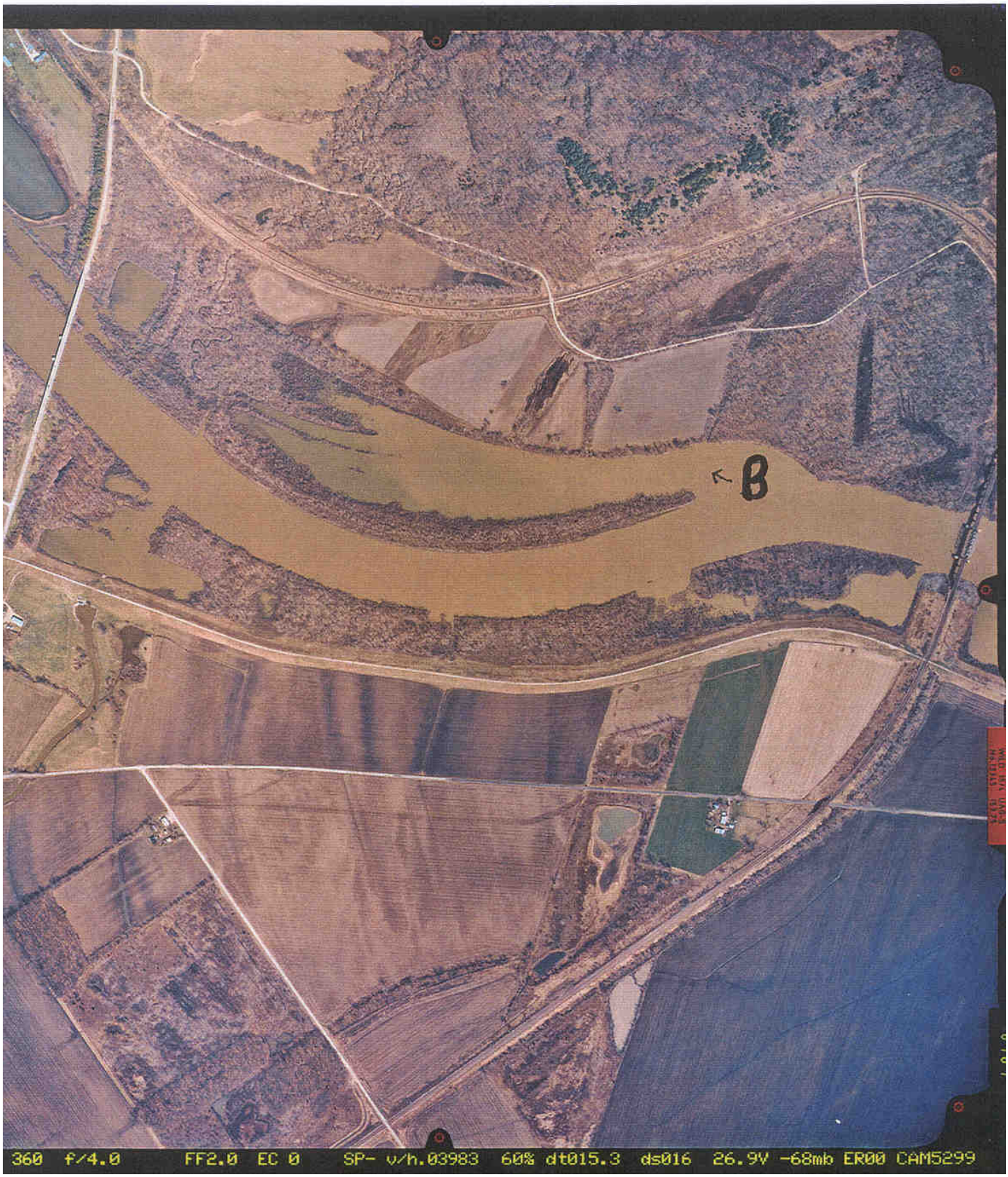
#21

P-2543 "A"



P-2544 "B"


B
360 f/4.0 FF2.0 EC 0 SP- v/h.03983 60% dt015.3 ds016 26.9V -68mb ER00 CAM5299